

MEMORANDUM



4300 B Street, Suite 605
Anchorage, Alaska 99503

TO: File

THRU: Ryan Hammel, P.E.
DOT&PF Project Engineer

FROM: Benjamin Lloyd, P.E.

DATE: February 21, 2020

PROJECT: Homer: Lake Street Rehabilitation
0001422/Z524610000

SUBJECT: Traffic Control Plan

This memo has been prepared to summarize the general traffic control methods required for construction of the **Homer: Lake Street Rehabilitation** Project.

The Alaska Department of Transportation & Public Facilities (DOT&PF) has required this plan to ensure constructability and as a starting point for a contractor generated traffic control plan (TCP). This recognizes that different contractors will have various methods for controlling traffic and safety. All TCPs must adhere to Part 6 of the Alaska Traffic Manual.

Five details are attached. These details provide direction on how to treat roadside slope, obstacles, hazards, and clear distances. Also included are acceptable locations for permanent construction signs and Sterling Highway lane closure details. The location of the permanent construction signs will be installed according to Alaska Standard Plan C-04.12 and as modified by the attached plan drawing unless approved otherwise by the Engineer.

Refer to the project specifications for further guidance on public information efforts and agency coordination requirements.

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STATE OF ALASKA

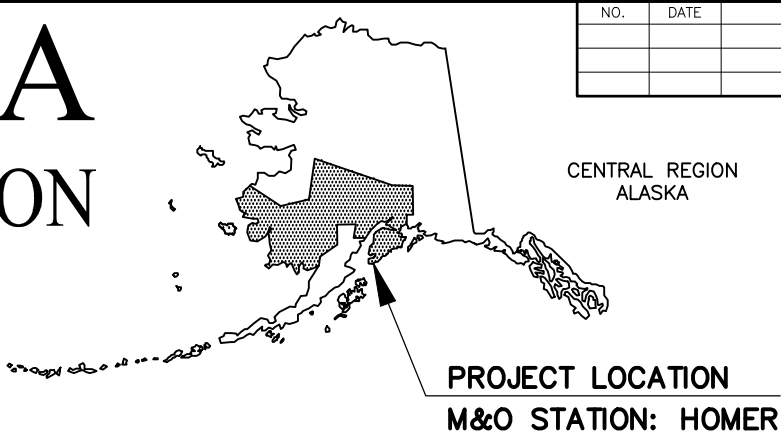
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PROPOSED HIGHWAY PROJECT

HOMER: LAKE STREET REHABILITATION

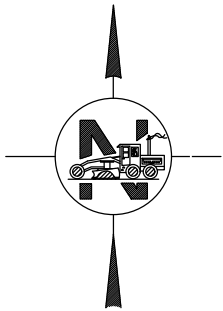
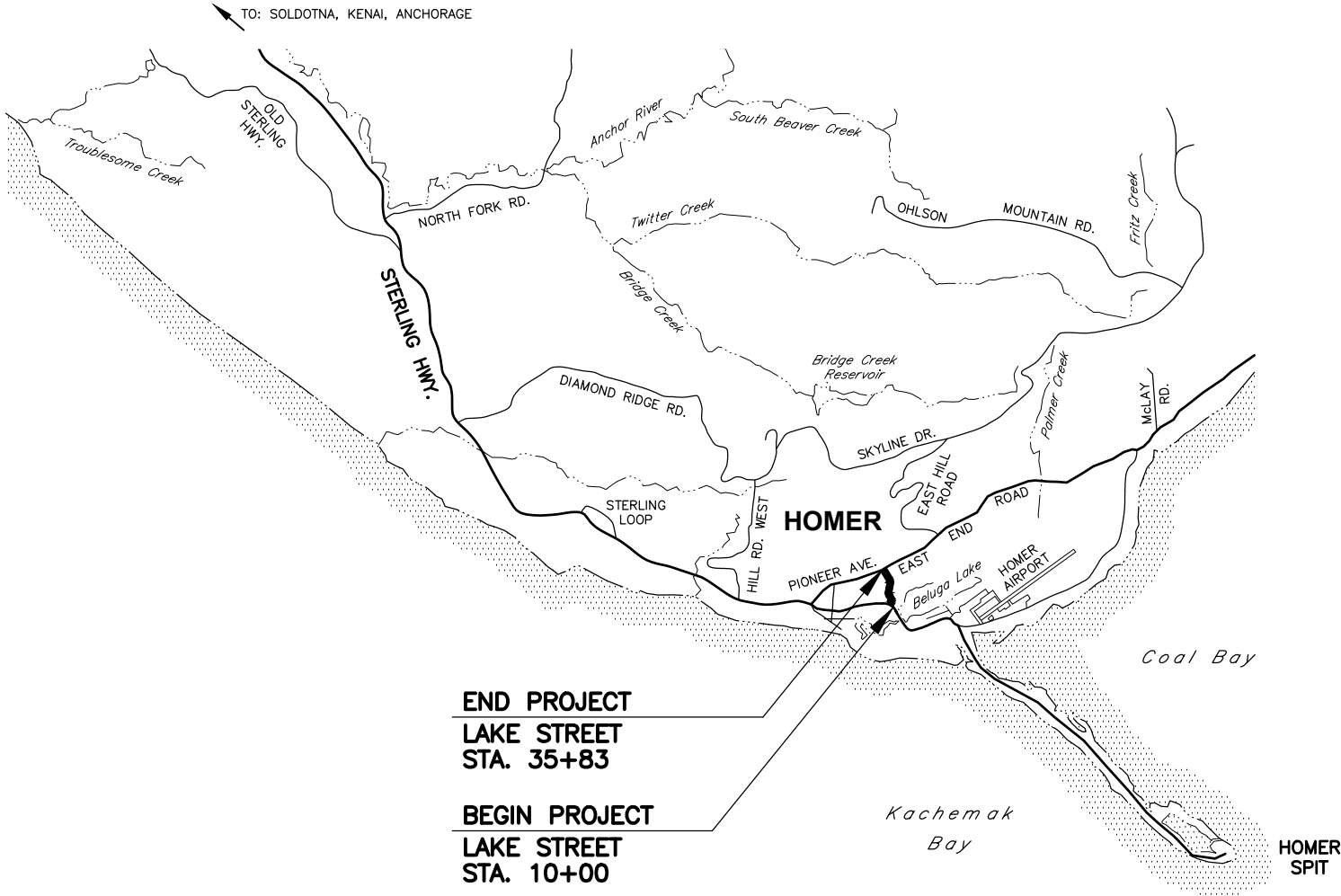
PROJECT NO. 0001422/Z524610000

TRAFFIC CONTROL PLAN

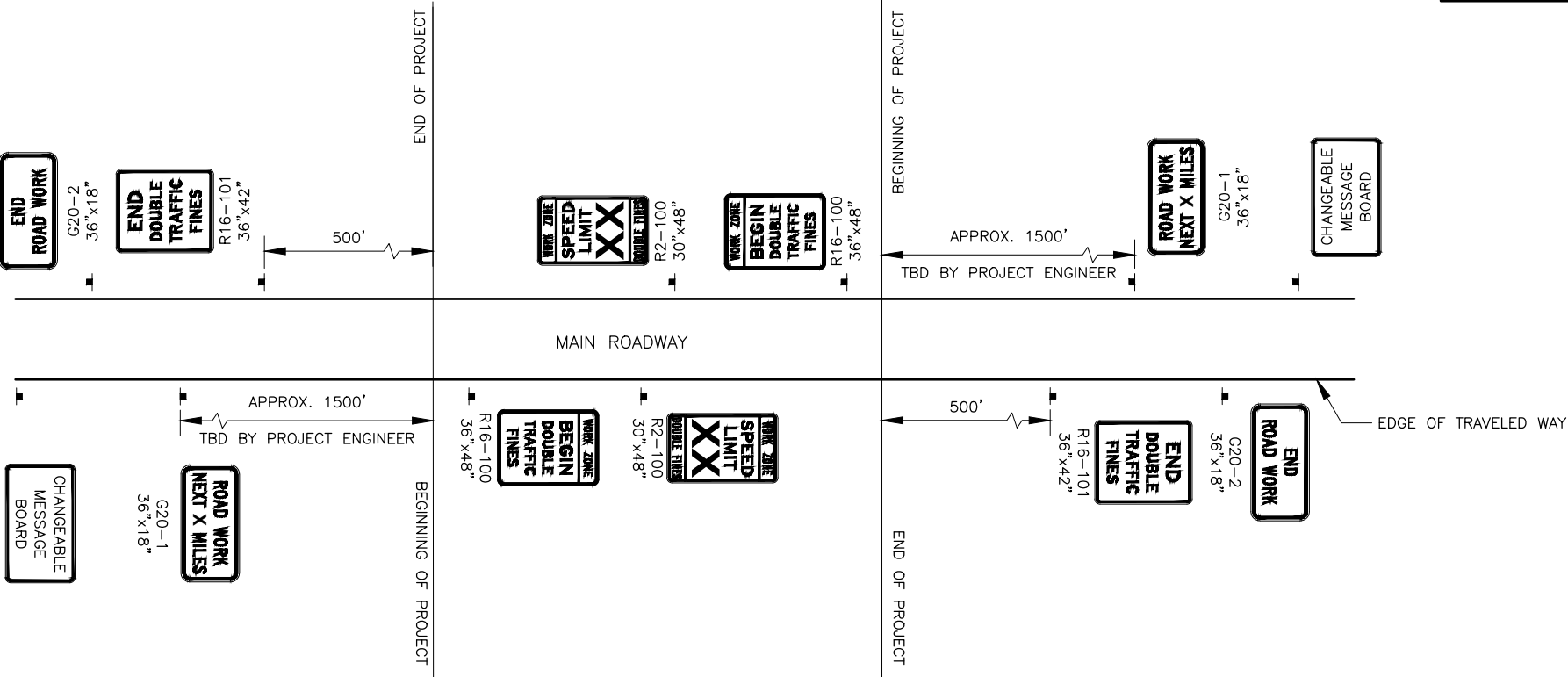


NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001422/Z524610000	2020	1	5

INDEX	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	PERMANENT CONSTRUCTION SIGNS
3	PERMANENT CONSTRUCTION SIGN DETAIL
4	TRAFFIC CONTROL DEVICES FOR ROADSIDES
5	STERLING HIGHWAY LANE CLOSURES



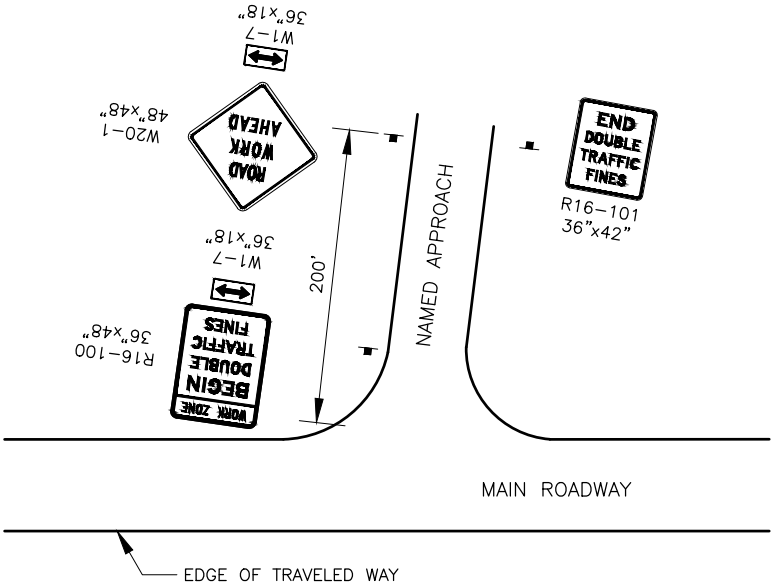
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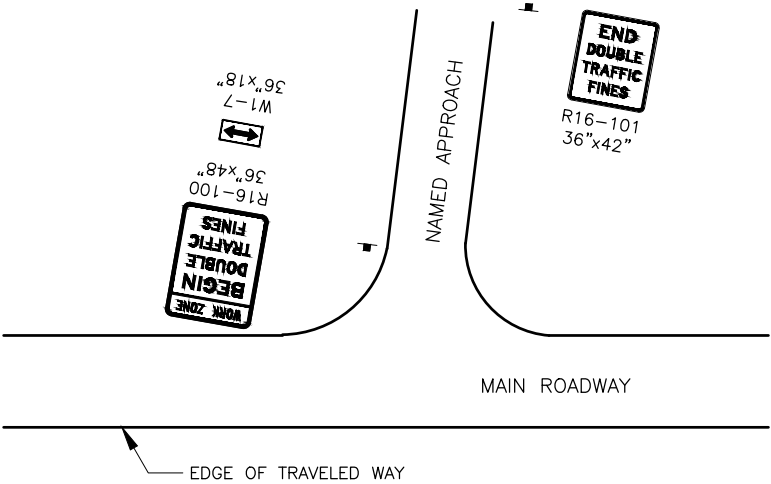
MAIN ROADWAY

CONSTRUCTION SIGN NOTES:

1. SPEED LIMIT TO BE DETERMINED BY THE PROJECT ENGINEER.
2. SEE ALASKA STANDARD PLAN C-04.12 FOR SPACING OF DOUBLE FINE SIGNS AND SPEED LIMIT SIGNS.
3. CHANGEABLE MESSAGE BOARD SHALL BE USED FOR ADVANCED NOTIFICATION. LOCATION OF CHANGEABLE MESSAGE BOARDS SHALL BE DETERMINED BY THE ENGINEER.
4. CHANGEABLE MESSAGE BOARDS SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER PAY ITEM 643(3).
5. FOR W1-7 SIGNS SHOWN ON THIS SHEET, BACKGROUND SHALL BE ORANGE.



MAJOR SIDE STREETS



MINOR SIDE STREETS

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ANCHORAGE, ALASKA 99503
(907) 339-6500
LICENSE NO. AELS 129381

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
**HOMER: LAKE STREET
REHABILITATION**
**PERMANENT CONSTRUCTION
SIGNS**

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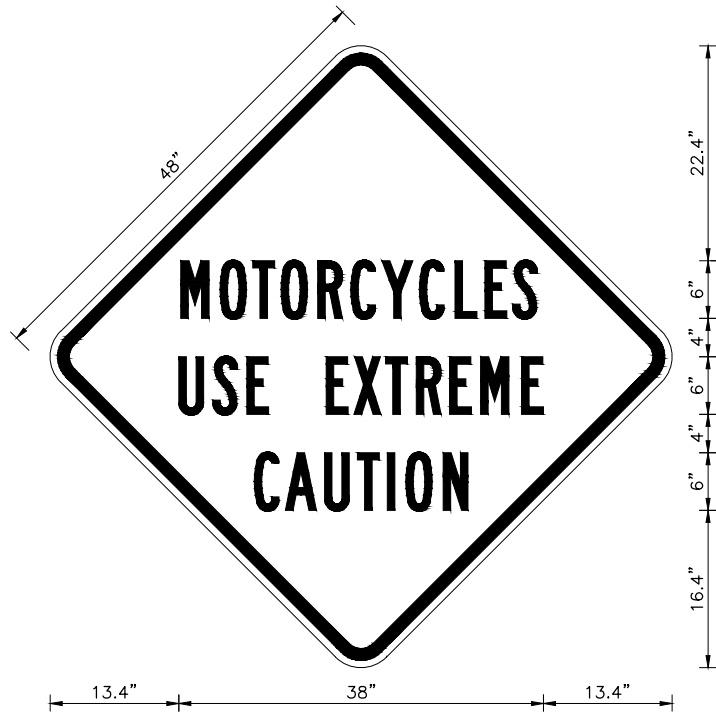
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MOTORCYCLE CAUTION SIGN

MOTORCYCLE CAUTION NOTES:

- 1. BORDER DIMENSIONS: R=3", TH=1.25", IN=0.75"
- 2. PROVIDE 7 EACH ON WINDMASTER STANDS AS MOVEABLE CONSTRUCTION SIGNS AT LOCATIONS DETERMINED BY THE ENGINEER.



PROJECT INFORMATION SIGN

PROJECT INFORMATION NOTES:

- 1. SIGN FONT: CLEARVIEWHWY-5-W-R.
- 2. PROVIDE 7 EACH ON 4" X 4" POSTS AS PERMANENT CONSTRUCTION SIGNS AT LOCATIONS DETERMINED BY THE ENGINEER.

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CW16-2P LEFT
18" X 36"



CW16-2P RIGHT
18" X 36"



CW16-2P CENTER
18" X 36"

DIRECTIONAL SIGNS

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DEPARTMENT OF TRANSPORTATION
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HOMER: LAKE STREET
REHABILITATION

PERMANENT CONSTRUCTION
SIGN DETAIL

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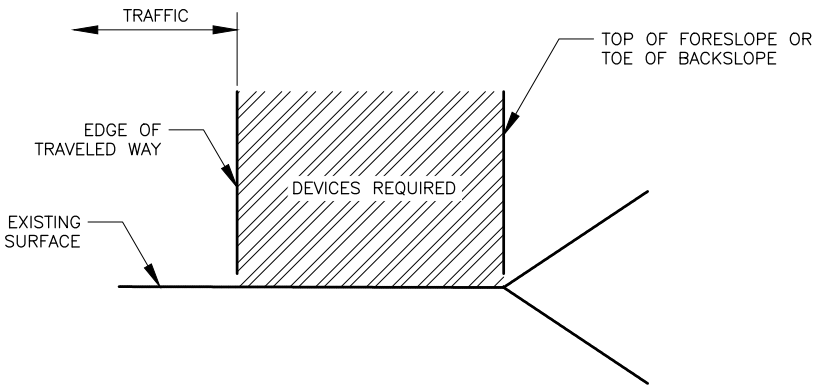
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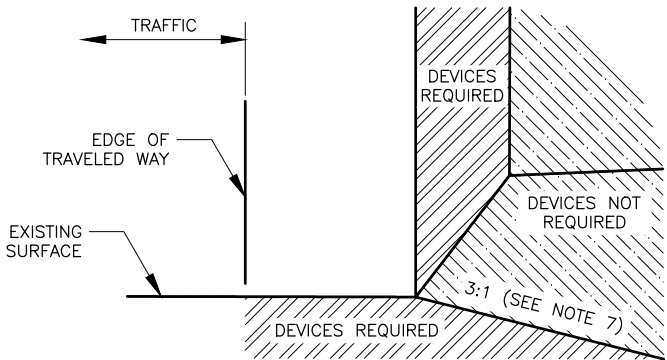
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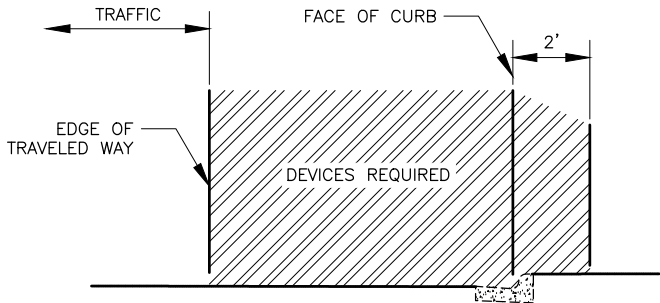
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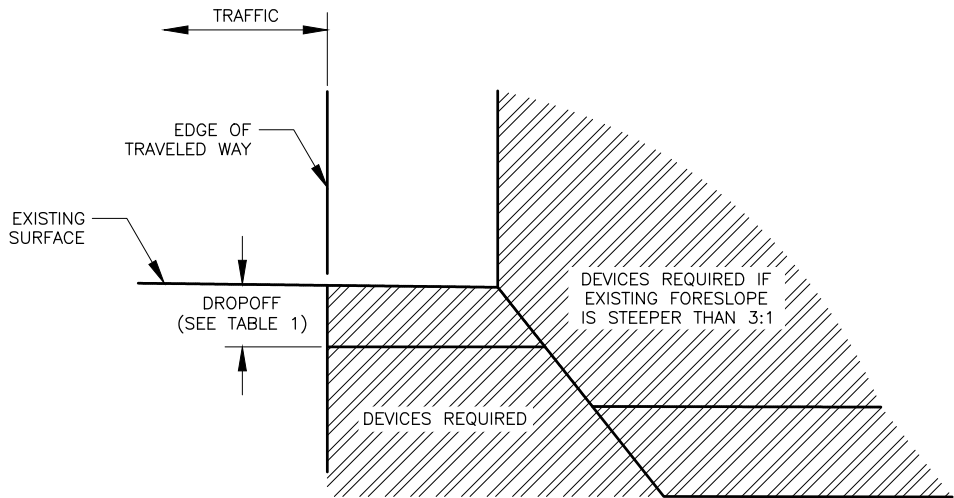
EMBANKMENT SECTION



BACKSLOPE SECTION



CURB AND GUTTER SECTION



FORESLOPE SECTION

NOTES:

- TRAFFIC CONTROL DEVICES REQUIRED BY THE GUIDELINES ON THIS SHEET ARE INTENDED FOR CONDITIONS WHICH WILL BE IN PLACE LONGER THAN ONE CONTINUOUS WORK SHIFT. AN APPROVED TRAFFIC CONTROL PLAN IS REQUIRED PRIOR TO BEGINNING WORK.
- THE EXISTING GROUND CROSS SECTION AT A LOCATION DETERMINES WHETHER TRAFFIC CONTROL DEVICES ARE NEEDED AT THE SAME LOCATION DURING CONSTRUCTION.
- INSTALL TRAFFIC CONTROL DEVICES BETWEEN THE EDGE OF TRAVELED WAY AND THE WORK AREA ON ANY ROADWAY OPENED TO TRAFFIC WHEN REQUIRED BY THIS DRAWING.
- FOR EXISTING ROADWAY ALIGNMENTS INSTALL TRAFFIC CONTROL DEVICES WHEN WORK OCCURS IN THE "DEVICES REQUIRED" AREAS SHOWN ON THIS DRAWING.
- FOR DETOURS, TEMPORARY ROADWAYS, OR NEW ROADWAYS NOT YET COMPLETE, INSTALL TRAFFIC CONTROL DEVICES WHEN ANY OF THE FOLLOWING CONDITIONS EXIST:
 - THE PROPOSED HORIZONTAL OR VERTICAL CURVATURE IS STEEPER THAN THE EXISTING.
 - THE ROADWAY OR SHOULDER WIDTH IS LESS THAN THE EXISTING.
 - THE PROPOSED BACKSLOPE OR FORESLOPE IS STEEPER THAN THE EXISTING.
- FOR DROPOFFS, INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE FORESLOPE SECTION DETAIL AND TABLE 1.
- ON ANY NEWLY CONSTRUCTED SLOPE STEEPER THAN 4:1 BUT FLATTER THAN 3:1, PROVIDE A TEN FOOT FLAT RECOVERY AREA AT THE TOE OF SLOPE OR INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE FORESLOPE SECTION DETAIL.
- TRAFFIC CONTROL DEVICE REQUIREMENTS:
 - ON ROADWAYS WITH A SPEED LIMIT GREATER THAN 40 MILES PER HOUR OR AVERAGE DAILY TRAFFIC VOLUME GREATER THAN 4000 VEHICLES PER DAY, INSTALL TEMPORARY PORTABLE CONCRETE BARRIER OR TEMPORARY GUARDRAIL. ON MULTI-LANE ROADWAYS, CLOSE THE LANE CLOSEST TO THE WORK AREA AND INSTALL DRUMS.
 - TERMINATE RUNS OF TEMPORARY PORTABLE CONCRETE BARRIER USING ONE OF THE FOLLOWING THREE METHODS:
 - TEMPORARY CRASH ATTENUATOR
 - RIGID TO SEMI-RIGID GUARDRAIL TRANSITION WITH SLOTTED RAIL TERMINAL OR OTHER APPROVED CRASHWORTHY END TREATMENT
 - FLARE THE ENDS OF THE TEMPORARY BARRIER AWAY FROM THE ROADWAY AT A RATE OF 15:1 ON A TRANSVERSE SLOPE OF 10:1 OR FLATTER TO THE OUTSIDE EDGE OF THE CLEAR ZONE AND INSTALL A TAPERED END SECTION, PER ALASKA STANDARD PLAN G-46
 - TERMINATE RUNS OF TEMPORARY GUARDRAIL USING EITHER OF THE FOLLOWING TWO METHODS:
 - SLOTTED RAIL TERMINAL OR OTHER APPROVED CRASHWORTHY END TREATMENT
 - FLARE THE ENDS OF THE TEMPORARY GUARDRAIL AWAY FROM THE ROADWAY AT A RATE OF 15:1 ON A TRANSVERSE SLOPE OF 10:1 OR FLATTER TO THE OUTSIDE EDGE OF THE CLEAR ZONE
 - ON ALL OTHER ROADWAYS, INSTALL TYPE II BARRICADES, DRUMS OR DELINEATORS WHEN DEVICES ARE REQUIRED. SPACE THE DEVICES IN ACCORDANCE WITH THE REQUIREMENTS FOR SPACING TYPE II BARRICADES AND DRUMS SET FORTH IN THE ALASKA TRAFFIC MANUAL.
- DO NOT CONSTRUCT VERTICAL DROPOFFS GREATER THAN 1.5" WITHIN THE TRAFFIC LANE OR ACTIVE WHEEL TRACK. PROVIDE 2' OF SHY DISTANCE FROM EDGE OF ALL TRAFFIC CONTROL DEVICES TO THE EDGE OF THE TRAVELED WAY.

TABLE 1
TRAFFIC CONTROL DEVICES REQUIRED FOR VERTICAL DROPOFFS ≤ 4 FEET FROM THE TRAVELED WAY *

ROADWAY TYPE	DROPOFF ≤ 2"	2" < DROPOFF < 12"	DROPOFF ≥ 12"
AVERAGE DAILY TRAFFIC >4000 OR SPEED >40 MPH	TAPER ASPHALT AT 1:1 (45°)	TYPE II BARRICADES OR DRUMS	TEMPORARY PORTABLE CONCRETE BARRIER OR TEMPORARY GUARDRAIL
ALL OTHER ROADWAYS	NONE REQUIRED	TUBULAR CANDLES OR DELINEATORS	TYPE II BARRICADES OR DRUMS

* SPACE THE DEVICES IN ACCORDANCE WITH REQUIREMENTS FOR SPACING TYPE II BARRICADES AND DRUMS SET FORTH IN THE ALASKA TRAFFIC MANUAL.

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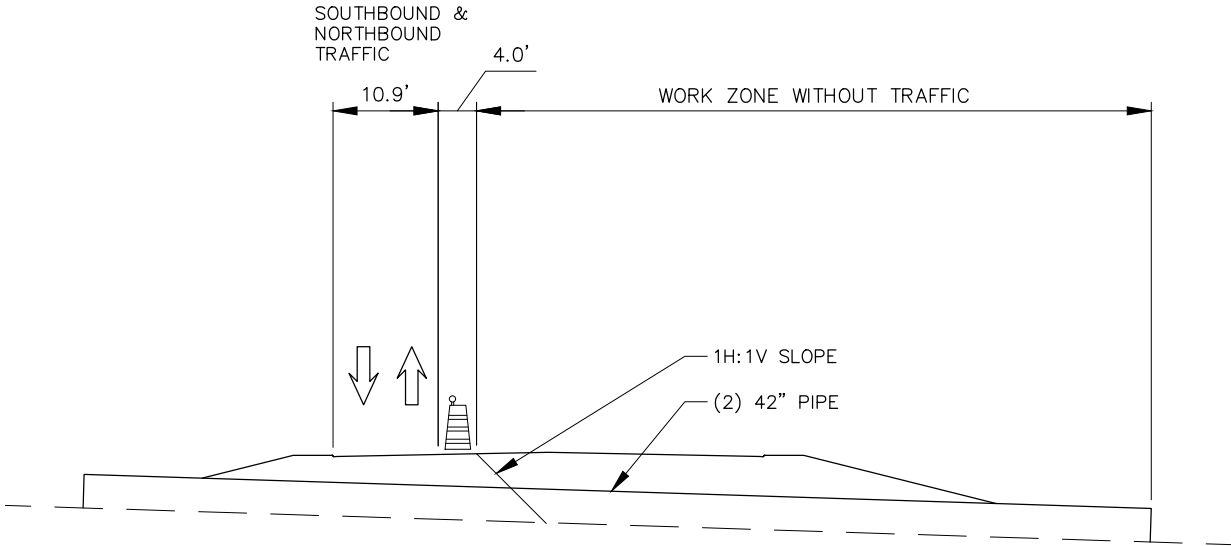
HOMER: LAKE STREET
REHABILITATION

TRAFFIC CONTROL DEVICES
FOR ROADSIDES

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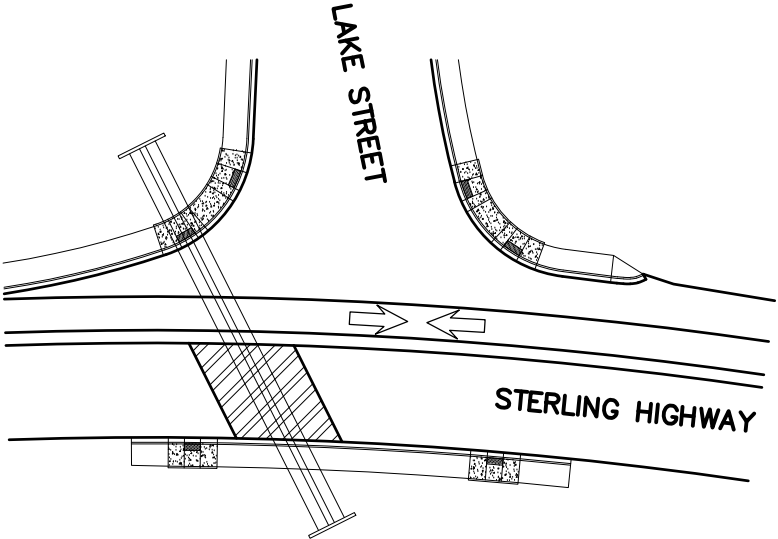
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STERLING HIGHWAY SOUTHBOUND WORK




TWO WAY ONE LANE TRAFFIC CLOSURE
FOR PIPE INSTALLATION

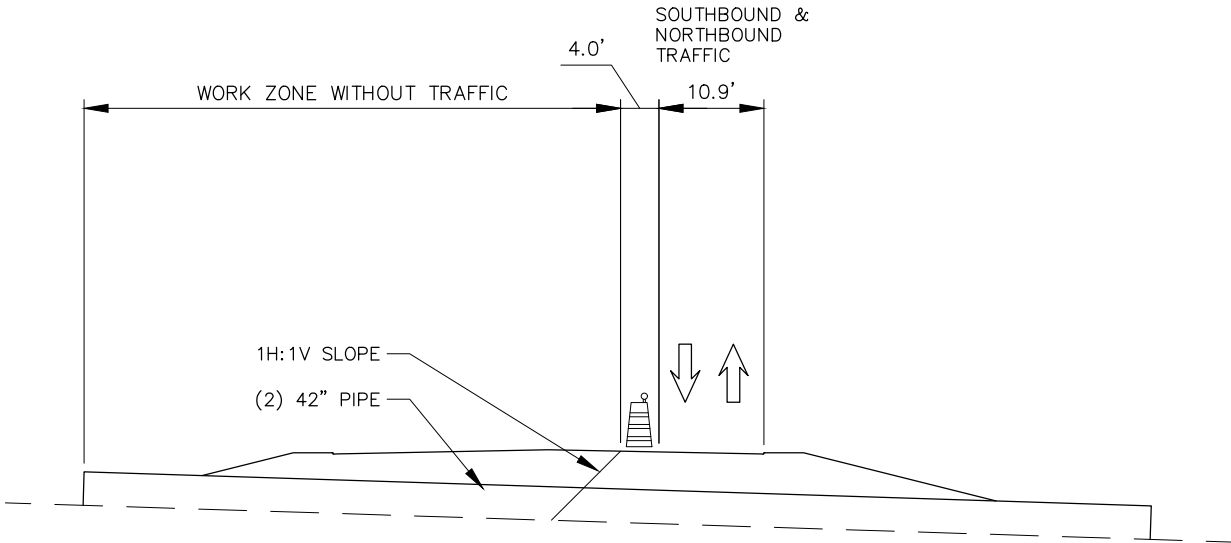


NOTES:

1. ALL CONSTRUCTION SIGNS SHALL HAVE HIGH LEVEL WARNING DEVICES ATTACHED.
2. DETAILS NOT SHOWN, BUT NECESSARY TO IMPLEMENT THE TRAFFIC CONTROL PLAN, SHALL COMPLY WITH THE ALASKA TRAFFIC MANUAL.
3. TRAFFIC LANE WIDTHS ARE MEASURED TO THE FACE OF CURB.

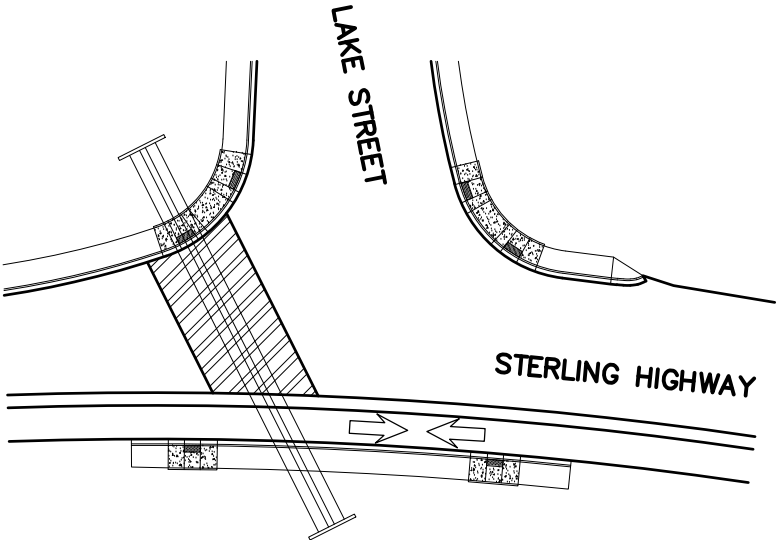
SECTION VIEW LEGEND

-  TYPE II DRUM WITH TYPE C STEADY BURN LIGHT
-  TRAFFIC DIRECTION
-  HIGHWAY WORK ZONE



STERLING HIGHWAY NORTHBOUND WORK

TWO WAY ONE LANE TRAFFIC CLOSURE
FOR PIPE INSTALLATION



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**HOMER: LAKE STREET
REHABILITATION**

**STERLING HIGHWAY LANE
CLOSURES**